

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4732

晚七十月一十年十三緒光

FRIDAY, DECEMBER 23, 1904.

五拜禮

號三十月二十年十英港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,

Manager.

Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellin, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1904. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow

Berlin. Calcutta. Tientsin.

London Bankers:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [15]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.
GOLD \$7,897,391.30—about £1,625,000.

CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,

MEXICO, PANAMA, MANILA, CEBU,

SHANGHAI, SINGAPORE, PENANG,

YOKOHAMA, KOBE, BOMBAY,

CALCUTTA, CANTON,

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL

BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDENER BANK,

COMPTON NATIONAL D'ESCOMPTE

DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:

20, DES VUEUX ROAD CENTRAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 25th November, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

" " " " " 6 " " " "

" " " " " 12 " " " "

" " " " " 18 " " " "

" " " " " 24 " " " "

" " " " " 30 " " " "

" " " " " 36 " " " "

" " " " " 42 " " " "

" " " " " 48 " " " "

" " " " " 54 " " " "

" " " " " 60 " " " "

" " " " " 66 " " " "

" " " " " 72 " " " "

" " " " " 78 " " " "

" " " " " 84 " " " "

" " " " " 90 " " " "

" " " " " 96 " " " "

" " " " " 102 " " " "

" " " " " 108 " " " "

" " " " " 114 " " " "

" " " " " 120 " " " "

" " " " " 126 " " " "

" " " " " 132 " " " "

" " " " " 138 " " " "

" " " " " 144 " " " "

" " " " " 150 " " " "

" " " " " 156 " " " "

" " " " " 162 " " " "

" " " " " 168 " " " "

" " " " " 174 " " " "

" " " " " 180 " " " "

" " " " " 186 " " " "

" " " " " 192 " " " "

" " " " " 198 " " " "

" " " " " 204 " " " "

" " " " " 210 " " " "

" " " " " 216 " " " "

" " " " " 222 " " " "

" " " " " 228 " " " "

" " " " " 234 " " " "

" " " " " 240 " " " "

" " " " " 246 " " " "

" " " " " 252 " " " "

" " " " " 258 " " " "

" " " " " 264 " " " "

" " " " " 270 " " " "

" " " " " 276 " " " "

" " " " " 282 " " " "

" " " " " 288 " " " "

" " " " " 294 " " " "

" " " " " 300 " " " "

" " " " " 306 " " " "

" " " " " 312 " " " "

" " " " " 318 " " " "

" " " " " 324 " " " "

" " " " " 330 " " " "

" " " " " 336 " " " "

" " " " " 342 " " " "

" " " " " 348 " " " "

" " " " " 354 " " " "

" " " " " 360 " " " "

" " " " " 366 " " " "

" " " " " 372 " " " "

" " " " " 378 " " " "

" " " " " 384 " " " "

" " " " " 390 " " " "

" " " " " 396 " " " "

" " " " " 402 " " " "

" " " " " 408 " " " "

" " " " " 414 " " " "

" " " " " 420 " " " "

" " " " " 426 " " " "

" " " " " 432 " " " "

" " " " " 438 " " " "

" " " " " 444 " " " "

" " " " " 450 " " " "

" " " " " 456 " " " "

" " " " " 462 " " " "

" " " " " 468 " " " "

" " " " " 474 " " " "

" " " " " 480 " " " "

" " " " " 486 " " " "

" " " " " 492 " " " "

" " " " " 498 " " " "

" " " " " 504 " " " "

" " " " " 510 " " " "

" " " " " 516 " " " "

" " " " " 522 " " " "

" " " " " 528 " " " "

" " " " " 534 " " " "

" " " " " 540 " " " "

" " " " " 546 " " " "

" " " " " 552 " " " "

" " " " " 558 " " " "

" " " " " 564 " " " "

" " " " " 570 " " " "

" " " " " 576 " " " "

" " " " " 582 " " " "

" " " " " 588 " " " "

" " " " " 594 " " " "

" " " " " 600 " " " "

" " " " " 606 " " " "

" " " " " 612 " " " "

" " " " " 618 " " " "

" " " " " 624 " " " "

" " " " " 630 " " " "

" " " " " 636 " " " "

" " " " " 642 " " " "

" " " " " 648 " " " "

" " " " " 654 " " " "

" " " " " 660 " " " "

" " " " " 666 " " " "

" " " " " 672 " " " "

" " " " " 678 " " " "

" " " " " 684 " " " "

" " " " " 690 " " " "

" " " " " 696 " " " "

" " " " " 702 " " " "

" " " " " 708 " " " "

" " " " " 714 " " " "

" " " " " 720 " " " "

" " " " " 726 " " " "

" " " " " 732 " " " "

" " " " " 738 " " " "

" " " " " 744 " " " "

" " " " " 750 " " " "

" " " " " 756 " " " "

" " " " " 762 " " " "

" " " " " 768 " " " "

" " " " " 774 " " " "

" " " " " 780 " " " "

" " " " " 786 " " " "

" " " " " 792 " " " "

" " " " " 798 " " " "

" " " " " 804 " " " "

" " " " " 810 " " " "

" " " " " 816 " " " "

" " " " " 822 " " " "

" " " " " 828 " " " "

" " " " " 834 " " " "

" " " " " 840 " " " "

" " " " " 846 " " " "

" " " " " 852 " " " "

" " " " " 858 " " " "

" " " " " 864 " " " "

" " " " " 870 " " " "

" " " " " 876 " " " "

" " " " " 882 " " " "

" " " " " 888 " " " "

" " " " " 894 " " " "

" " " " " 900 " " " "

" " " " " 906 " " " "

" " " " " 912 " " " "

" " " " " 918 " " " "

" " " " " 924 " " " "

" " " " " 930 " " " "

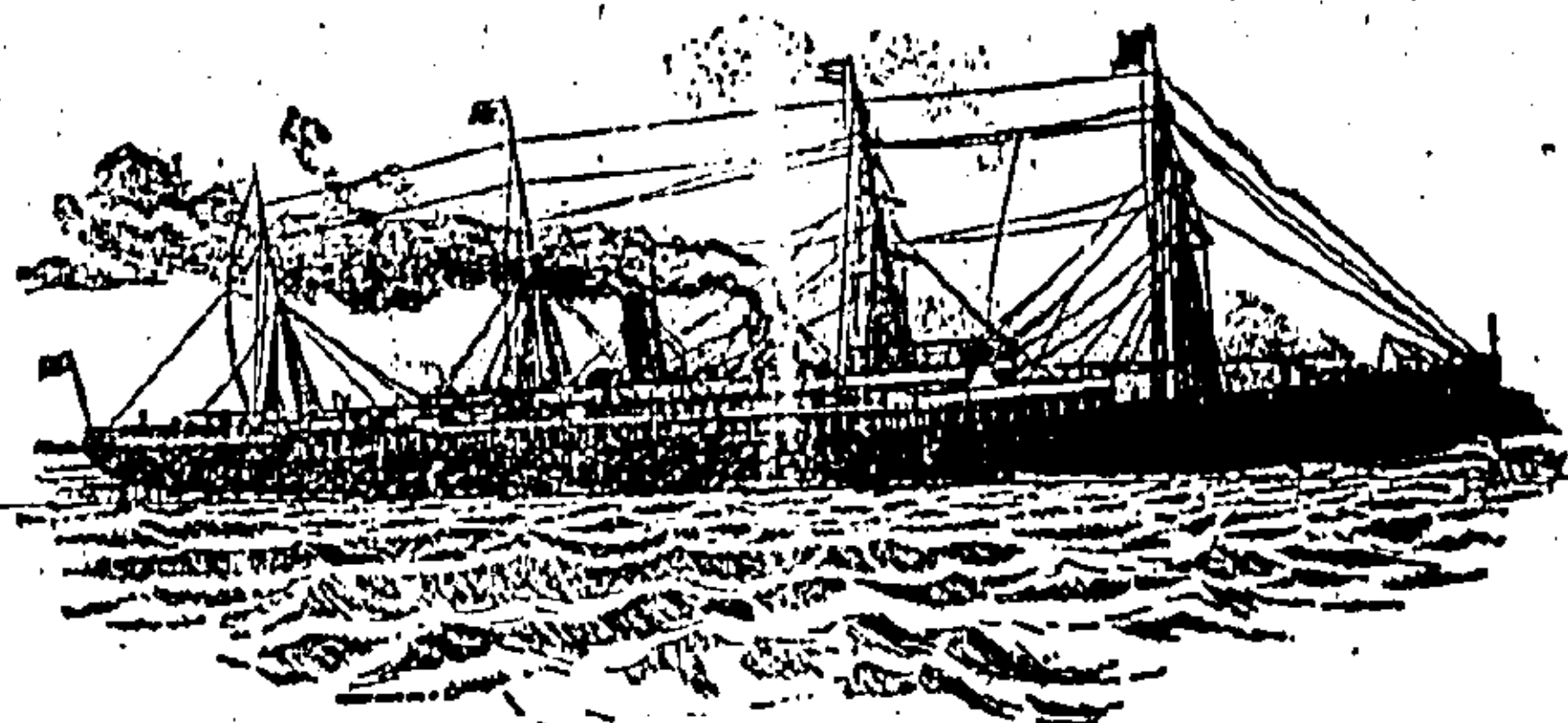
" " " " " 936 " " " "

" " " " " 942 " " " "

<

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"MANCHURIA"	13,639 Gross Tons	MONDAY, 26th December, at 4 p.m.
"KOREA"	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,060 "	FRIDAY, 17th February, at Noon.
"MANCHURIA"	13,639 "	TUESDAY, 28th February, at Noon.
"DORIC"	4,784 "	SATURDAY, 11th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via MACAO, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on MONDAY, the 26th instant, at 4 p.m., taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

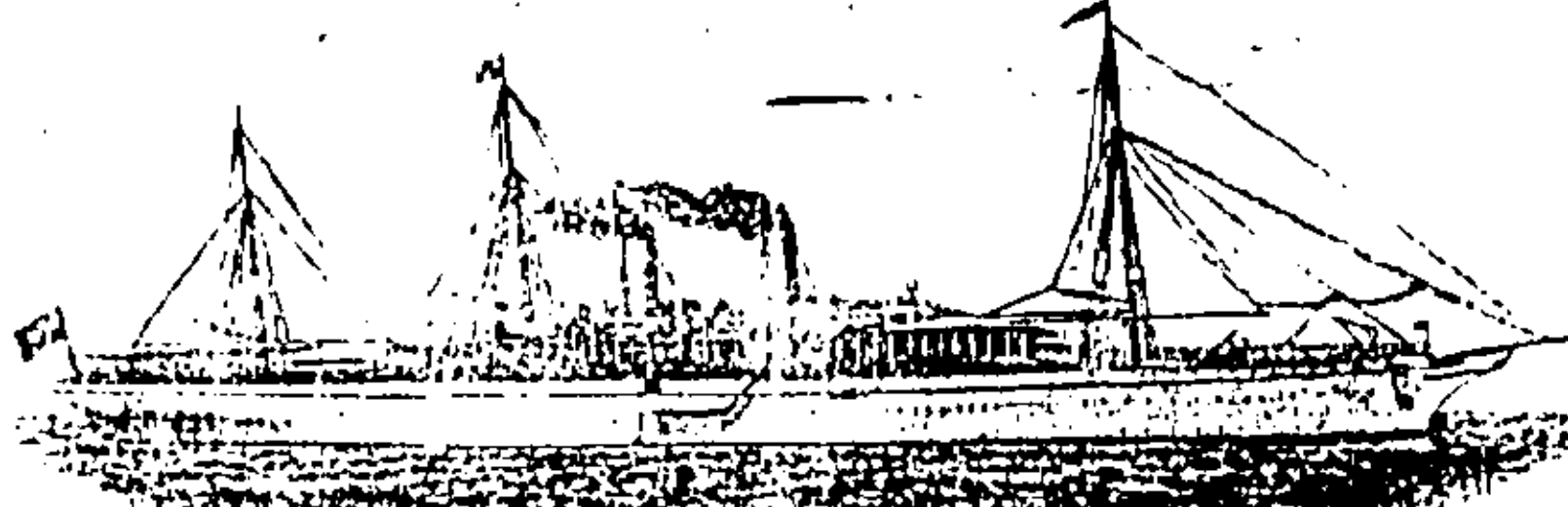
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN"	2,440 Tons	WEDNESDAY, 28th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 8th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 8th March.
"ATHENIAN"	2,440 "	WEDNESDAY, 15th March.

Hongkong to London, 1st Class, £60. Via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 14th December, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRECHTDRAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	
ARMENIA	HAVRE and HAMBURG.	1st January.	Freight.
First	(Calling at SPOR, PENANG & COLOMBO).		
C. FERD. LAEISZ	HAVRE and HAMBURG.	10th January.	Freight.
von Hoff	(Calling at SPOR, PENANG & COLOMBO).		
AMBRIA	HAVRE and HAMBURG.	22nd January.	Freight.
Porcellius	(Calling at SPOR, PENANG & COLOMBO).		
SITHONIA	HAVRE and HAMBURG.	27th January.	Freight.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).		
ARCADIA	HAVRE and HAMBURG.	7th Feb.	Freight.
Förck	(Calling at SPOR, PENANG & COLOMBO).		
ANDALUSIA	HAVRE and HAMBURG.	21st Feb.	Freight.
Filler	(Calling at SPOR, PENANG & COLOMBO).		
RHENANIA	HAVRE and HAMBURG.	7th March.	Freight and Passengers.
Behrens	(Calling at SPOR, PENANG & COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	21st March.	Freight.
Lüning	(Calling at SPOR, PENANG & COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 21st December, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S., 37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,361 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" R. D. Thomas.
"FATSHAN"	2,200 "	" W. A. Valentine.
"HANKOW"	3,073 "	" C. V. Lloyd.
"KINSHAN"	1,991 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,191 tons	Captain T. Hamlin.
-----------------	------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	" C. Butcher.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half January	JAVA PORTS	Second half January
TJILATJAP	JAVA	First half January	JAPAN VIA SHANGHAI	First half January
TJIMAH	JAPAN	Second half December	JAVA PORTS	Second half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For particulars of Freight and Passage, apply to

THE HEAD AGENCY

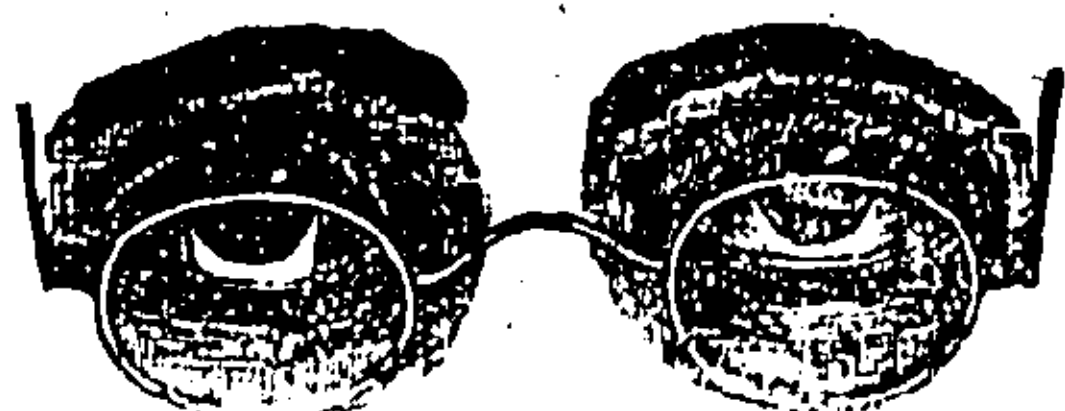
OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375, ALFRED BUILDINGS, 3rd Floor.

Hongkong, 7th December, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAN

BRAND, HARTMANN'S GREY

DAIMLER'S PATENT MOTOR

LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

F. & O. SPECIAL LIQUEUR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

[804]

[805]

[806]

[807]

[808]

[809]

[810]

[811]

[812]

[813]

[814]

[815]

[816]

[817]

[818]

[819]

[820]

[821]

[822]

[823]

[824]

[825]

[826]

[827]

[828]

[829]

[830]

[831]

[832]

[833]

[834]

[835]

[836]

[837]

[838]

[839]

[840]

[841]

[842]

[843]

[844]

[845]

[846]

[847]

[848]

[849]

[850]

[851]

[852]

[853]

[854]

[855]

[856]

[857]

[858]

[859]

[860]

[861]

[862]

[863]

[864]

[865]

[866]

[867]

[868]

[869]

[870]

[871]

[872]

[873]

[874]

[875]

[876]

[877]

[878]

[879]

[880]

[881]

[882]

[883]

[884]

[885]

[886]

[887]

[888]

[889]

[890]

a described as later having unapologetically
guilty of the capital charge.

to the 1990s.

Bryan, R. G. A., Captain F. L. Britten, and
M. L. I. Fort, Egypt.—Rev. T. E. J. and H. M.
Hardy, and one sergeant, of the Army ser-
Corps.

be held to be greatly exaggerated, and the suggestion of impropriety, introduced at the moment, a mere fabrication. He maintained that the evidence had not proved any intention to commit wilful murder, and asked

The jury retired to consider their verdict at 1:35 p.m., and returned into Court five

important time is, and have therefore
sending their messages in their own
which, of course, ensures both ac-
despatch in the handling of the cable

The M. M. Co.'s s.s. *Austral*
next French Mail, will leave S
last, at 3 p.m. for this port.

... with the
Saigon on 24th

TELEGRAMS.

(Reuter's.)

Canada—A Naval Squadron.

LONDON, 21st December.
Canada is about to establish, in agreement with the Admiralty, a Canadian squadron, beginning with three cruisers manned by the Canadian Naval Militia.

The Dominion is also prepared to garrison and maintain the defences of the Dockyards at Halifax and Esquimaux.

LATER.

The British-Japanese Alliance.

The Times discussing the suggestion in Russian newspapers that Great Britain was tiring of the Japanese alliance, says that should a "casus federis" unhappily arise, nothing would induce us to break our plighted word.

The North-Sea Incident Inquiry.

The papers are publishing a variety of reports from Hull of secret agents, supposedly acting for Russia, who have been endeavouring to bribe the fishermen to swear that there were torpedo boats among the trawlers.

THE WAR.

THE TORPEDO BOAT ATTACK

AT PORT ARTHUR.

"SEVASTOPOL" RENDERED USELESS.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—

Tokio, December 22nd.

Admiral Togo, on the 21st inst., reports that the *Sevastopol* was seen busily pumping water from the breach caused by our torpedo attack; but she was listing at least ten degrees with her bow sunk. It is believed that it will be hopeless to recover her for navigation under the present circumstances at Port Arthur.

According to a reliable statement of a prisoner, her netting was torpedoed eight times, while her hull was torpedoed at least once and split eight feet on the afterpart of the port side.

FIGHTING AT PORT ARTHUR.

HEIGHT CAPTURED

NEAR PIGEON BAY.

Tokio, December 22, 5 p.m.

The Port Arthur Army reports that a detachment of our right assaulted and occupied, on Thursday morning, the height of the North Housan-yangton, near Pigeon Bay, and also a height on the peninsula in Pigeon Bay, where one Russian gun of small calibre was captured.

THE "SHELL" TRANSPORT &

TRADING CO., LTD.

INTERIM DIVIDEND.

Writing under today's date Messrs. Arnold, Karberg & Co., agents for the above company, state that they have received a telegram from London informing them that the "Shell Transport & Trading Co. Ltd. have declared an Interim Dividend on account of 1904 of 1/- (One Shilling) per Ordinary Share, payable on the 1st January, 1905. Holders of Warrants to Defer will receive this Dividend against Coupon No. 5, which may be negotiated through the Hongkong and Shanghai Banking Corporation.

SHIPPING JETSAW.

At about eleven o'clock last night an accident occurred in the harbour which resulted in the death of a Chinese boy, aged about thirteen months, and injuries to a Chinese woman and a small girl. It appears that a pinnace from H.M.S. *Glory* was passing Murray Pier, just at the moment when a sampan was leaving the pier to go out to a steamer; but just how the accident occurred could not be ascertained. Whether it was caused by a collision or whether the back-wash of the pinnace caused the fact remains that the sampan capsized and threw the occupants into the water, one of whom was the child who was drowned, the woman and the other child, being hurt, as it is supposed by the oars on the side of the boat. The usual inquiry, it is understood, will be held in due course.

A Tokio wire of 17th inst. says that after disembarking her wounded at Moji, the hospital ship *Rohilla Maru* was in collision with another vessel. A hole eight feet wide was made in her port side, and she was purposely beached to stop the ingress of water.

The British steamer *Asot*, which stranded during a storm at Muroran on the 9th, was refloated the following day, only slightly damaged.

The China Navigation Co.'s steamer *Chefoo*, 684 tons net, built at Greenock in 1876, is reported sold, apparently for blockade-running purposes.

The question of proper harbour regulations has on several occasions in the last dozen years occupied the attention of the Government and its advisers, says the *Bay of Islands Times*. It has again been under consideration for some time past, and it is expected that the new regulations will be introduced in April next. We understand that the Harbour Master, Mr. John Anuphan, is shortly leaving on a trip to Singapore, Penang and Rangoon.

HONGKONG'S CEMENT

INDUSTRY.

THE PLANT AT HOKUN.

HOW THE GREEN ISLAND CEMENT CO. WORKS.

One of the comparatively few firms in the East which is quick to realise the possibilities of the St. Louis Exposition, as a means of advancing their wares was the Green Island Cement Co. of Hongkong, of which Messrs. Shewan, Tomes & Co. are the general managers. Samples of the product manufactured at Macao and at Hongkong—or rather Hokun, as it is called in the exhibition, and in order that visitors who were inclined for business might be better able to comprehend the extent and character of the Company's business, a neat little pamphlet appropriately bound in green covers was published. That booklet has now been issued to many in Hongkong, and a faint idea of what the Company is doing can be obtained from the information within its covers. But it is all too brief. Indeed, to show how brief and to the point if you will, the actual statement made by the Company is, the entire statement may be quoted in full, without unduly trespassing on space.

WHAT THE COMPANY DOES.
It says:—"The Green Island Cement Company derives its name from an island, 'Ilha Verde' or Green Island, situated in the harbour of the Portuguese colony of Macao in China. The Company started its manufacture of Portland Cement about fifteen years ago. At the present time there are four kilns in operation in Macao and fourteen in a much larger factory erected by the same Company in 1899 in the British colony of Hongkong. The total production of both factories amounts to 1,200,000 casks a year. Green Island Cement has been used for all descriptions of work, dams for reservoirs, street tramways, harbour works, heavy foundations, fortifications, &c., &c., and it has everywhere given satisfaction, as proved by the attached analysis test and certificates from consumers. Two very large graving docks, capable of holding the biggest ships in the world, are in course of construction in Hongkong; one being built by the British Admiralty and one by a private firm, and Green Island cement is being exclusively used in the construction of both. The most severe tests are required by the Government officials and Dock contractors. The machinery employed is all of the most up to date type that can be procured from England, America and Denmark, and the kilns are of the Aalborg type, which are the best suited to the economic conditions of the place."

OVERWHELMED WITH ORDERS.
That is summarising with a vengeance, but the Company rely upon the attested letters of well-known architects and builders for the kudos which they have gained. There are letters from Hongkong, including the Public Works Department, Singapore, London, &c., together with chemical reports from the Japanese Department of Agriculture and Commerce, the Berlin Chemical Laboratory, &c. These all high quality, and perhaps the most telling borne out by the report made by the Company that the Company were unable to fill all the orders, which were pouring in upon them, with sufficient rapidity; that, indeed, it was necessary to work night and day, and even then orders had to remain standing. In some that indicates the extent of the business which is being carried on in our midst, but as it is true that the average Londoner knows less of London than the country cousin, so it may be said that the average resident in Hongkong and Kowloon knows less of the Green Island Cement Company's works at Kowloon, than the stranger who appreciates the ramifications of the Company's business.

ORIGIN OF THE COMPANY.
Those who have been round the eastern side of Kowloon have noticed that range of lofty roofs from which a dozen and more pointed chimneys stacks rise in the air. It is there that the Cement Company has established its immense business. But as succinctly explained in the pamphlet referred to the Company owed its birth to the island known as Ilha Verde in Macao. The Kowloon business started as an offshoot of the parent works; but the offshoot proved to be a lusty and vigorous daughter, who quickly outgrew leading strings and assumed the proportions of the original stock. To-day the kilns at Macao are only some four in number; at Kowloon fourteen are in full blast, and within a year even that number will be increased, all to cope with the steady and growing demand for the product.

AN INTERNATIONAL WORKSHOP.
The manufacture of cement in this part of the world is another example of how industry and patience can overcome all obstacles. The factory at Hokun brings together in close communion, so to speak, a variety of nationalities. There is a Danish manager, the essence of courtesy as most people are aware, and Danish supervisors; an English engineer, another example of the obliging and British engineers; there are Chinese, Indian, Portuguese workmen and overseers. The machinery is Scotch, the material and the product is Colonial British.

WHAT IS CEMENT?
Cement consists mainly of limestone and shale mixed in exactly the right proportion; but even if the proportions are right to the half of 1 per cent, say, and the two elements are not thoroughly mixed, the cement would be worthless; and, further, if the relative proportions are correct to a hair's breadth and the raw material has been ground to an almost impalpable powder, the admixture is still a long way from being the cement of commerce. It still has to pass through the burning, fiery furnace, where the elements are chemically united; it has to be ground over again into an impalpable powder prior to barrelling, for in the fusing process it is exceedingly fine dust coagulates as it were, and forms what is technically known as "clinker"—a very hard, lumpy substance which

is exceptionally rough on grinding machinery. A rough idea of the extent of the plant, which is capable of all this, and which turns out, roughly, over 170 tons of cement per day, may be gained from the simple statement that from the spot at which the raw material enters the mills it travels fully three-quarters of a mile automatically before it is dumped into the storage houses in its finished state. Many people have an idea that cement is readily made by a rough-and-ready process so long as the raw materials are handy. On the contrary, it is one of the most intricate processes known, and one of the most interesting.

AN AERIAL RAILWAY.
The metal or shale comes from the West River, somewhere near Canton. It is quarried from the solid rock and arrives in Hongkong in great chunks. Junks bring the upwelded mass to the factory's wharf and it is dumped down in heaps within the Company's premises. Here we see the first of the many labour-saving appliances which have been brought into use by the Company's servants. The process of carrying each lump of stone metal from the junk to the heap on shore would mean, and did in the old days mean, enormous labour and difficulty. When it is remembered that each boulder is generally twice the size of a man's Sunday hat, and five hundred times as heavy, one can understand how painfully tedious any method of hand-carriage from the junks to the shore would be. Even when the material to be conveyed from the vessel to the land is of the softest and most easily disposed of character, you know how laborious and lengthy is the process. All that sort of manual work is done away with, by the simple device of an aerial rope railway. Buckets travel along the railway at regular intervals, are filled at the junk, travel along an inclined plane, to the metal heap, discharge their contents, and proceed on their endless journey. Even the present method in force at the Company's works at Hokun is not as satisfactory as the critical manager and engineer desire, so a new railway has been ordered from Europe and it is expected to arrive here within a week. The present rope railway is capable of dealing with three hundred tons of material a day and it may be presumed that the new railway will be no less expeditious.

CLAY AND COAL.

So much for the stone metal. The clay with which it is mixed comes from Macao, in junks. It is not an inviting looking substance. It has been dug out of the beds of rivers, but it has that special property which goes to the composition of fine cement—in fact, Green Island cement. There is another ingredient to be mentioned and curiously enough as it may seem to most people that is coal, but we will come to that in due course.

ENTREZ THE COOLIE.

After the metal has been dumped—to use a favourite Protectionist term—on the stock-heap, the coolie appears on the scene. He also brings a barrow with him and wheels the great blocks of stone to the crushers. As the coolie is paid so much a ton for his labours it depends entirely upon himself whether he makes a respectable livelihood or otherwise. He can, and most of them do, make a very comfortable one. He is not, and certainly he has no apparent cause to grumble at the treatment which, as an employee, he receives from the Green Island Cement Company.

APPROACHING THE FACTORY.

Those who have never been within range of a cement factory can scarcely realise the deafening tumult that prevails when the machines are in full working order. At a distance, say a mile off, the sound resembles the dull rumbling of angry breakers on the shore. Coming closer the roar increases with every step, till finally at close range it seems as if the very earth were palpating with the din. You cannot hear yourself speak; you can only communicate by means of "hods and becks and wretched smiles." And all this roaring and crashing come from the crushing factory where the huge blocks of stone are being pounded and churned into power.

AUTOMATIC MACHINERY.

The machines are like none of those with which one is accustomed to see. They are bent on destruction—a humourist might find some resemblance between them and the railway porter; but humour is a dangerous jade to meddle with. When the stones have been heaved by the coolies in the direction of the first crusher, the machine begins to revolve. In goes the block, and gradually the solid rock is squeezed to atoms; but these atoms are too big for ordinary purposes—they are sometimes the size of a silver dollar. So they are automatically caught up in an elevator and plunged into another crushing mill, where a similar process of breaking up the pieces takes place, and finally it emerges as a fine powdery meal.

Now, it is word about the clay. When it arrives at Hokun it is in the form of small pellets, when it was in Macao, it was allowed to dry in the sun and became hard. But it does not remain in that condition after it has reached the Cement Company's Works at Hokun. It is also powdered to a mealy size and for the first time meets the stone metal which has lost all resemblance to its pristine appearance. Automatic machines catch up the two substances, mix them up together like a Seidlitz powder, weigh them in the proportions necessary for the cement and repeat the process of pulverising, the two substances. All this has not taken place in one room. The stuff has been carried about, usually automatically, from one place to another thrown about from pillar to post, ground by all sorts of machinery, from heavy squirming shafts to round cannon balls, and generally maltreated.

THE BRIQUETTE PLAN.

At last it assumes a new form—it comes out as a briquette, a soft, clayey oblong which is rather pleasant to view after all the unpleasant lumps, pellets, and dust which have formed the main features of the journey so far. And the visitor begins to think that this is nearing the end of the show. Not so, however. There is a deal more to witness—there is the Danterque experience in the kiln-house, the

clinker stage, and a variety of other processes to be seen before the cement finally reposes in the clamped cask.

THE DRYING TUNNELS.
All over the grounds of the manufacture are lines of rails and trucks carrying material from one point to another. Into these trucks, the soft briquettes are placed and sent along to the drying tunnels. They are distinctly damp—as soft as putty in fact—when they go into the tunnels, and twenty hours pass before they are seen again. At the end where they enter, the air is just perceptibly warmer than the atmosphere at present. No doubt, in the summer the outer temperature is higher than that at the entrance to the tunnels. But take a walk to the other side of the tunnels and open any of the double doors which keep in the air. You do not want to open the door too wide. About half-a-foot will do. Then thrust your hand inside and it seems as if it were being rapidly parboiled. In this high temperature, the briquettes remain until they are as hard as the proverbial brick, though as brittle as untempered iron. The journey through the tunnels has extracted the dampness and left them ready for another operation.

Piled on trucks they are sent along to the kiln-house and, as it is pleasantly termed, fed into the kilns. Each kiln takes about 6000 briquettes a day and there are fourteen kilns in active operation so it is a matter of simple multiplication to discover the output. It is in the kilns where the most wonderful perhaps of the many operations through which the metal and clay have passed takes place. It is here that the coal enters into the contract.

ON THE GROUND FLOOR OF THE KILN-HOUSE, the atmosphere is warm and thick with dust. Indeed, anyone who has once visited a cement factory will find that the fumes of the kiln-house and the queer impalpable dust, which floats in the air cannot be got rid of for days. That dust seems to get upon your eyes and down your throat, tickling your larynx and setting up a cough that hangs about you. Probably half the cough and the idea that your eyes are still full of grit may be the result of pure imagination, but there it is.

Climbing up a ladder to the next floor we arrived at a perfect inferno. Most people who have been in a steamer's stokehole fancy they know all about shooting flames and red-hot cinders. But they are really only at the beginning of knowledge, which is wisdom. The bricks are thrown into this fiery furnace, and amid the haze of black smoke and dancing flame-lances, you can see half-naked figures punching and scraping with long iron poles, and shovelling in coal, and still more coal. Through a round hole, when the lid is taken off a glimpse of the nether regions is obtained. It is decidedly fascinating, but by no means comforting. Once a fire is lighted in a kiln it burns for two years on end; then the fire-brick lining is renewed.

THE CLINKER STAGE.
Here it is that the coal and the bricks are amalgamated in some unexplained, although explainable way. Take a turn to the bottom of these kilns and you find that the nicely-shaped briquettes have undergone a marvellous change. They have become clinkers, that little hard stones which constitute the fine Portland cement for which the Green Island Cement Co. are famous. The clinker in turn is wheeled away to another of the many machines about the compound and ground to a powder—fine, fine cement! It becomes cement at the rate of one hundred and seventy tons a day. It has reached its last stage and its destination now is the storage bins where it remains for some time.

A CONTRACTOR may order cement which has been in storage for six weeks or six months and the Company have to be in a position to supply it. There is thus always a considerable quantity in stock, although the demand cannot always be supplied.

A SIDE INDUSTRY.
In all large factories there are always side industries, the outcome of the main business and the Green Island Cement Company's factory at Hokun is no exception to the general rule. For instance, there is the making of casks. Logs of wood—raw and untrimmed as when they left their native habitat somewhere in the vicinity of Canton—are brought by the inevitable junk to the factory's wharf at Kowloon Bay. They are sawn by machinery into lengths to the measurement required, trimmed, edged, and cut up till they are fit for barrel-making. A machine hoops up the wood, and the barrel is ready for the cooper. In comes the indispensable truck which carries the prepared barrel to the cooper, who deftly circles the barrel with bamboo bands and in a twinkling it is complete.

Now, as to the motive power, it is really involved in the question of extension. A few years ago, however, the motive power was derived from five water-tube boilers, and two big main engines which combined are capable of producing 1000 H.P. The whole place is lighted by electricity, obtained from the Kowloon mains. But the extension of this condition of things, and to provide for which the capital of the Company was recently raised by unanimous resolution of shareholders. Engines have just arrived of over 500 H.P. and the "beds" are ready for their installation. A new boiler has been put in, and the yard is strewed with parts and pieces of machinery, some weighing five tons and over, while one piece alone weighs eleven tons. It is with pardonable pride that the engineers state how they raised this weight from the junk in which it was carried, by means of the shear-poles. The shear-poles had to be strengthened, but the machinery was safely landed and half the battle was over. The concrete for another year the new machinery will be in full working order. New engine houses, etc., have been erected, and a brick chimney some one hundred and fifty feet high is expected to be finished in a few days. New kilns are also to be built, not on the Albert system as at present but with

modern rotaries, the latest system, by which labour is reduced. A new storehouse has been erected for storing clinker, and extensive stores are already occupied by the cement in its finished state. One of the new features of the engineering department is the employment of a chain-gate stoker, an automatic machine which feeds the fires systematically, secures uniform combustion, and does away with smoke. It is believed to be the first of its kind in the colony.

A word may be said regarding the benefits of the Cement Company's business to the Colony. For one thing it provides work for hundreds of coolies in one way or another. Work goes on night and day, from 7 o'clock on Monday morning till midnight on the following Saturday. During the short space of time when the factory is at rest a general over-hauling is given to the works in preparation for the following week. And the work goes on practically without intermission. The Company have also three lighters each carrying 600 to 700 casks of cement to vessels in port, besides its steam barge which brings the raw and finished products from the works at Macao to Hongkong.

Altogether the Green Island Cement Company have a great business in continual operation at Kowloon, and when the output is doubled, say within a year, it should prove one of the largest and most important in the Colony.

COMMERCIAL.
TO-DAY'S INTELLIGENCE.
The market is completely paralyzed and telegraphic advices from Shanghai point to a condition of affairs well-nigh bordering on one of consternation. This is explained by the inability to meet settlement obligations which have been piled up on a scale far in excess of the ability of speculators to comply with. To illustrate the break-up of the market in the North it suffices to point to the dumps in Farnham, Hongkows and Langkats for no other reason than that of the eagerness of operators to realize and square up differences. The quotations are:—

Farnham ... 115 1/2 s.
Hongkows ... 145 s.
Langkats ... 270 s.

They are for cash shares, although there is no knowing what the forward rates may be, which are impossible to fix with any degree of certainty with no shares offering.

Hongkong feels the brunt of the blow; and the market is consequently lifeless. A small parcel of Indos sold at 5127; and inquiries prevail at the rate. Shanghai quotes a rise of 11 1/2 to 11 3/4. China Sugars have buyers at 225 and as no shares appear forthcoming it is safe to say the rate is higher than that.

At the Association meeting just concluded

Hongkong Banks ... 250 s.
Union Insurance ... 250 s.
Canton Insurance ... 250 s.
China Fire ... 250 s.
H. C. & M. Steamboats ... 250 s.
Douglases ... 250 s.
China Sugars ... 250 s.
Luzons ... 250 s.
Kaubs ... 250 s.
H. C. & M. Steamboats ... 250 s.
Kowloon Wharves ... 250 s.
Hongkong Lands ... 250 s.
Hongkong Hotels ... 250 s.
Hongkong Cottons ... 250 s.
Green Island Cements ... 250 s.
Powells ... 250 s.

ACCORDING to the well-informed London correspondent of the *Strait Times*:—"The winter session of the London School of Tropical Medicine, which has just been opened at the Victoria and Albert Museum, promises, I am told, to be the most successful on record as to the number of students—thirty-two, of whom four are ladies—who have entered for the present term, is the largest ever known in the history of the school. Thirteen belong to the Colonial service in various parts of the world, seven to missionary 'societies' in India, China, and Uganda, while ten are private students, who intend to proceed abroad on the termination of their studies. The students have been drawn from New York, Havana, McGill University, Montreal, and Malta, where they have graduated.

TO-DAY'S Advertisements.
GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 27th day of December, 1904, at 11 o'clock, at the Offices of the Public Works Department, by Order of His Excellency the Governor, of the LAND at Deep Water Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal, a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for 985, 147, 157, 247, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

TO-DAY'S Advertisements.
GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 27th day of December, 1904, at 11 o'clock, at the Offices of the Public Works Department, by Order of His Excellency the Governor, of the LAND at Deep Water Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal, a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for 985, 147, 157, 247, 254, 255, 256, 25

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"PELEUS"	24th December.
GLASGOW AND LIVERPOOL	"PRIAM"	4th January.
GLASGOW AND LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "PELEUS" left Singapore at daylight on the 18th inst., and may be expected to arrive here on the 24th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MOVUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January.
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI	"CHIBU"	25th December.
SHANGHAI	"WOOSUNG"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	26th "
MANILA	"TEAN"	27th "
SHANGHAI	"TAIWAN"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.
Light, perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 31st Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd December, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL
PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	20th January, 1905.
"CLAYDALE"	30th January, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 21st December, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brahmer	January 31st, "
"ARABIA"	4,383	Bahle	February 20th, "
"ARAGONIA"	5,198	Schmidt	March 12th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 22, Pottinger
Street, has always on handFIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers.

"KWONG CHOW" 1,139 tons, J. P. MARTIN.
"KWONG TUNG" 1,138 tons, H. W. WALKER.Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,

No. 2, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is fitted
throughout with Electricity, hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 " "
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. Co., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY
leaving at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
" Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & Co., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents, Return, 30 cents; Storage, 10 cents.TIFFIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"SHIMOSA"	30th December.
"GHAZEE"	25th Jan. 1905.
"SATSUMA"	5th Feb. "

* Via Malabar Coast.

For Freight and further information, apply
to

DODWELL & Co., LIMITED.

A. 621.

Hongkong, 23rd December, 1904.

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA."

Captain Garland, will be despatched as above,
on TUESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th December, 1904.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain J. G. Oliphant, will be despatched for the
above Ports, on WEDNESDAY, the 28th
instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED.
Agents.

Hongkong, 22nd December, 1904.

Intimations.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes it in-
imitable, and in consequence it enjoys the
largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.Sole Agents for Far East, HOWARD & Co.,
29, Des Vœux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904.

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's

Hongkong, 24th November, 1904.

DOUBLY DISTILLED
AND OF
MATURED AGE.TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road,
Hongkong, 11th May, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

"Sanitas"

Unequalled

Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a strong
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

purify the air and most convenient means
of exterminating vermin. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.

RETHMAL GREEN,
LONDON, E.C.1.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"MANCHURIA."

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.Goods remaining unclaimed after the 28th
instant will be subject to rent.All Claims must be sent in to me on or
before the 31st instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 22nd December, 1904.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 1 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 29th instant,
at 3.30 P.M.All Claims must reach us before the 3rd of
January, 1905, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 22nd December, 1904.

NOTICE TO CONSIGNEES.

THE Steamship

"SILVERLIP"

FROM ANTWERP, LONDON, AND
STRAITS.Consignees of Cargo are hereby informed
that all Goods are being landed at their risk,
into the Godowns of the Hongkong and Kow-
loon Wharf and Godown Company, Limited,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods undeliv-
ered after the 26th instant, will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
28th instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 29th instant,
at 3.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 19th December, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"TIENTSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 16th December, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., 12 S.S. Himalaya and
Marmora.
From Australia, ex S.S. Macedonia.
From Calcutta, ex S.S. Sardina.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain R. Schmitz, will be despatched for
MARSEILLES on TUESDAY, the 27th
DECEMBER, at 1 P.M.

Passage tickets and Through-Bills-of-Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMBEA 10th January, 1905.

S.S. AUSTRALIEN 24th January, 1905.

S.S. SALAZIE 7th February, 1905.

L. BRIDOU,

Acting Agent.

Hongkong, 20th December, 1904. [9]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL."

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 31st
December, at Noon, taking Passengers and
Cargo to the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, etc., will be
conveyed from Bombay by the R.M.S. Oriental,
due in London on the 12th February, 1905.

Passes will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 17th December, 1904. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Plelades 1	3,753	F.G. Purington	Ab Dec. 24
Tremont	19,606	F. W. Garlick	Jan. 10
Lyna	4,417	G. V. Williams	Feb. 9
Plelades 2	3,753	F.G. Purington	Mar. 4

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont, 9,606 T. W. Garlick, Ab. Dec. 28

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 20th December, 1904. [12]

NOTICE OF REMOVAL.

A FOOK & Co.,
SHIP AND HOUSE COMPRADORES,
have this day
REMOVED

TO

No. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904. [1184]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 9 1/2
inches diameter by 8 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, one cylinder 12 1/2 inches diameter
by 18 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 9 1/2 inches diameter
by 12 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 11 1/2 inches
diameter by 36 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 16 inches
diameter by 30 inch stroke.
The above can be inspected, and all particu-
lars obtained, upon application to the
Manager, Kowloon Docks.

W. B. DIXON,
Chief Manager.

Hongkong, 10th December, 1904. [1330]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND-CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904. [783]

FOR SALE.

INCANDESCENT
GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for
GASOLINE AND GAS

LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

GODOWN No. 5, NEW PRAYA, KENNEDY
TOWN.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [1259]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [956]

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. WATSON & Co., Limited.

Hongkong, 10th December, 1904. [729]

TO LET.

FLATS, for OFFICES, in New Buildings,
next to Messrs. Jardine, Matheson & Co.,
Pedder's Street. Electric Lift.

Apply to—

AHMET RUMJAHN,

64, Queen's Road.

Hongkong, 19th December, 1904. [1335]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [996]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
Airtight Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,492,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half-year 1904	5 1/2 %	\$715 sales (London, £70)
National Bank of China, Limited	99,925	£7	£7	\$7,000,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39 sellers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000	\$150,494	\$17 for 1903	6 1/2 %	\$250 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sa. & s.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,724,749	\$2,078,997	\$35 for 1903	5 %	\$710
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000	\$486,284	\$12 for 1902	8 %	\$150 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,702,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$33 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$100,000	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$28
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 %	\$127 sales & b.
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	7 1/2 %	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	\$100,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	25/6 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	5 1/2 %	\$40 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	9 %	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$224
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 57 1/2 ex div.
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	...	Tls. 6 1/2 sales
Oriental Consolidated Mining Company, Limited	150,000	G \$10	G \$10	none	G \$673,093	50 cents making G \$1 for 1904	6 1/2 %	G \$164 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	\$4 1/2 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 %	\$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$114 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half- year 1904	7 1/2 %	\$217 1/2 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	7 1/2 %	\$203 buyers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$192 1/2
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	7 1/2 %	Tls. 155 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Tls. 7 final=Tls. 12 for year end. 30.4.04	8 1/2 %	Tls. 127 1/2 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,732	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 127 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for first half year 1904	5 %	Tls. 160 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$28 sales
China Land and Finance Company, Limited	6,000	T.Tls. 50	T.Tls. 50	Tls. 47,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$11,668	Interim of Tls. 2	...	Tls. 15
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$20,000	\$51,066	\$5 for first half-year 1904	8 %	\$145 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	\$100,000	Tls. 680	Interim of \$6 for 1904	8 %	\$148 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607	\$9,177	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 20 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$50,000	\$636	90 cents for 1903	7 1/	